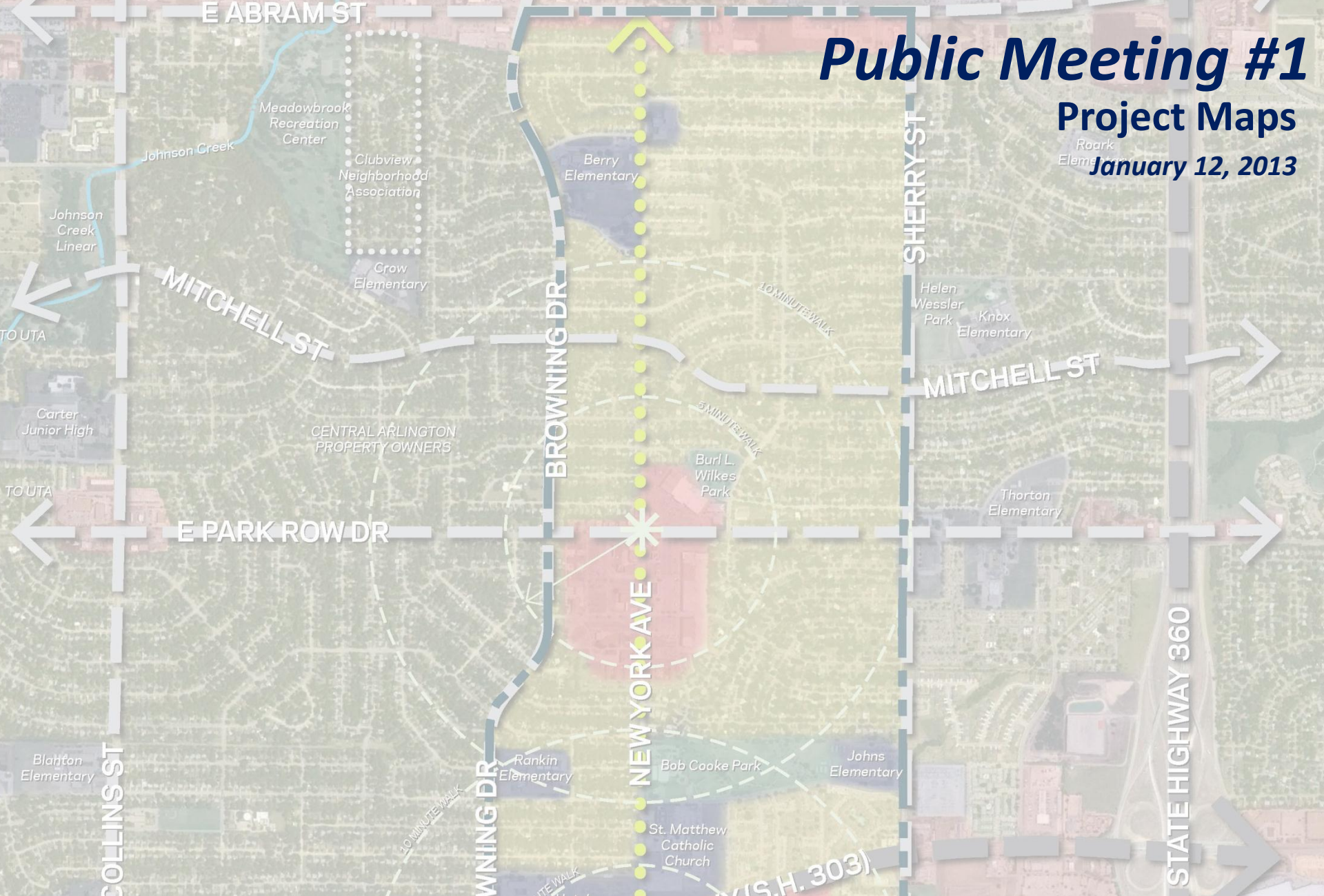


Public Meeting #1

Project Maps

January 12, 2013



NEW YORK AVENUE CORRIDOR STRATEGY

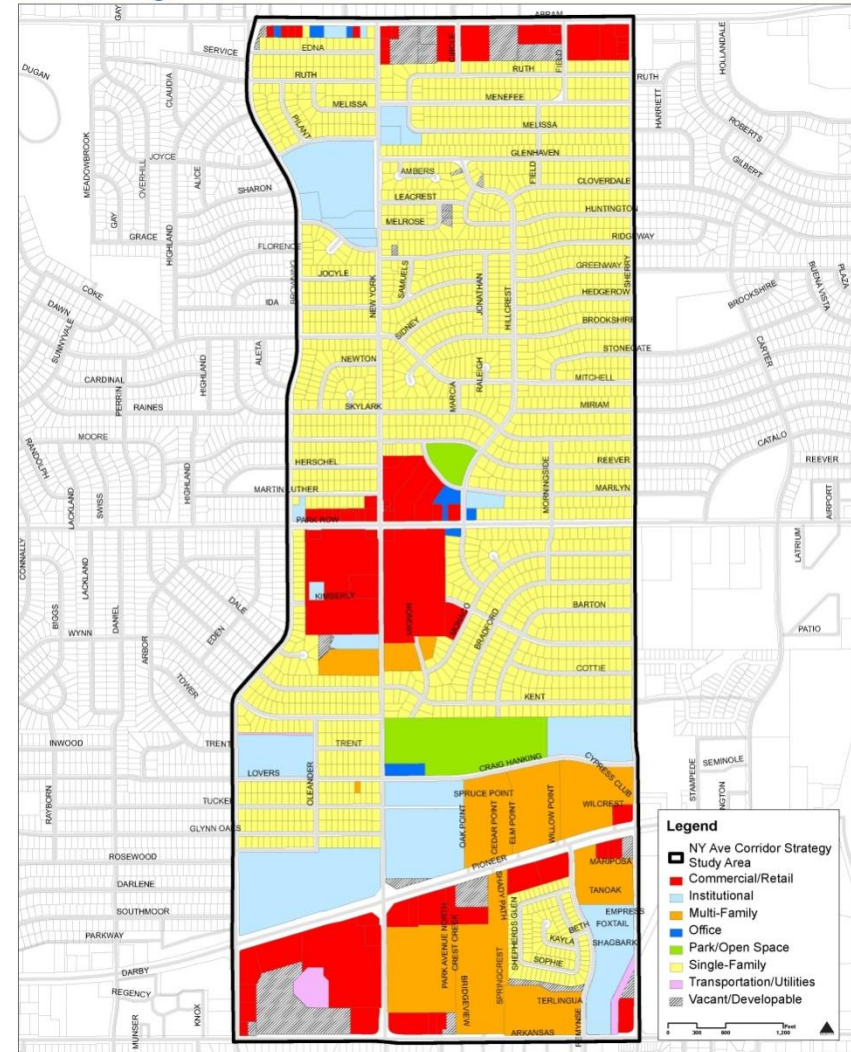


ARLINGTON, TEXAS

Existing Land Use

- Predominant land use is single family residential
- Institutional, multi-family and commercial / retail are also significant in the corridor
- Commercial development pattern is broken into separate neighborhood centers along New York Avenue and Park Row
- Commercial development pattern is a strip pattern (continuous commercial development) on Pioneer Parkway and Abram Street
- The majority of the properties in this corridor are already developed (few undeveloped parcels)

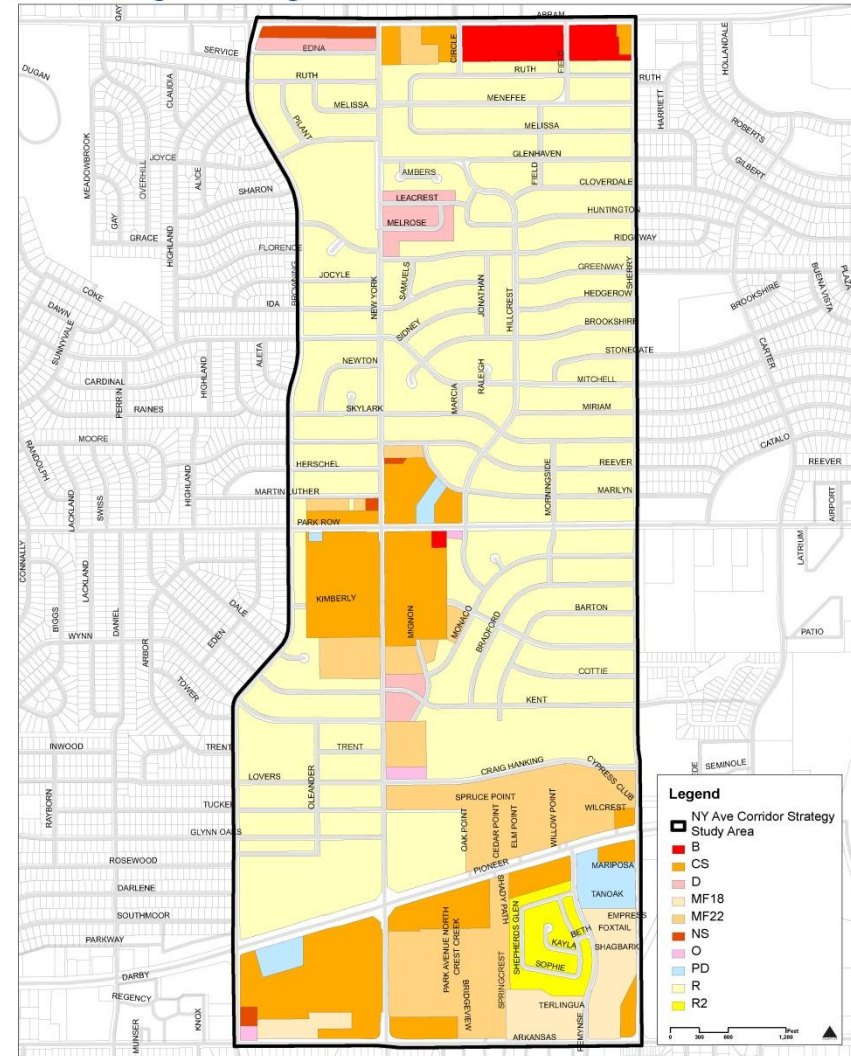
Existing Land Use



Existing Zoning

- For the most part, existing zoning is in line with existing uses
- Institutional uses are primarily located on parcels zoned as residential

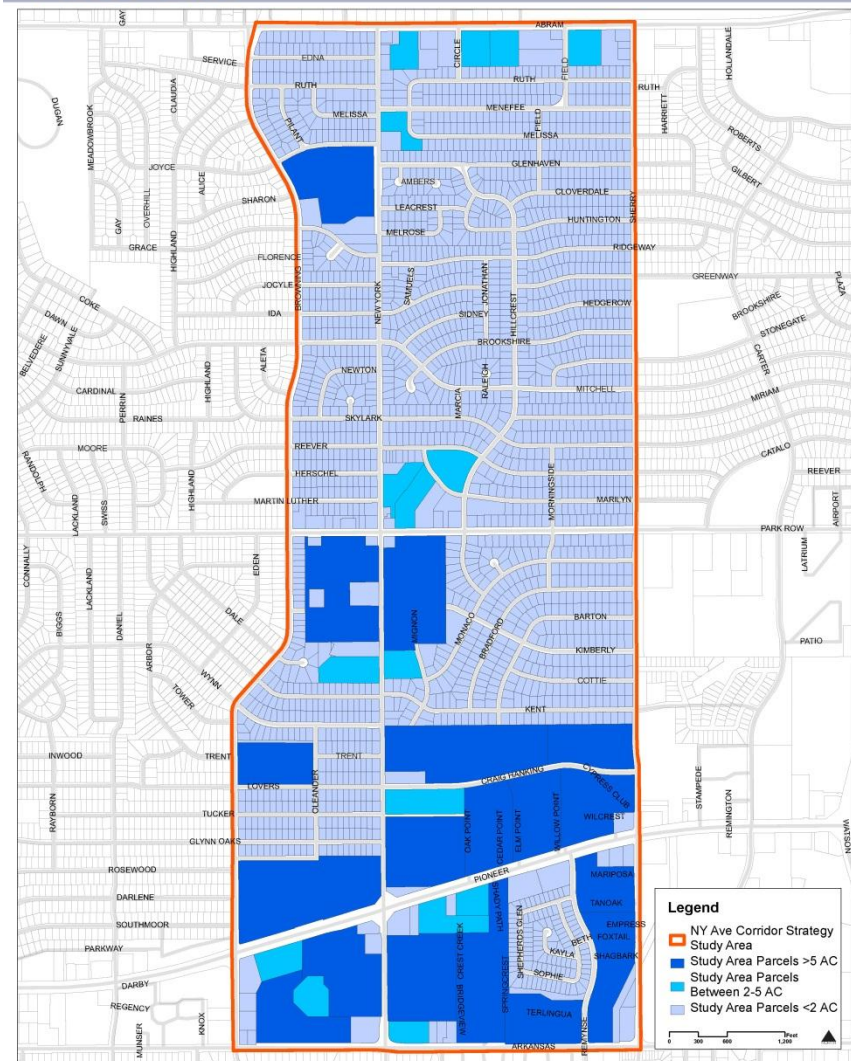
Existing Zoning



Existing Parcel Size

- 18 parcels are greater than 5 acres
- 16 parcels are between 2 and 5 acres
- 2,238 parcels are less than 2 acres

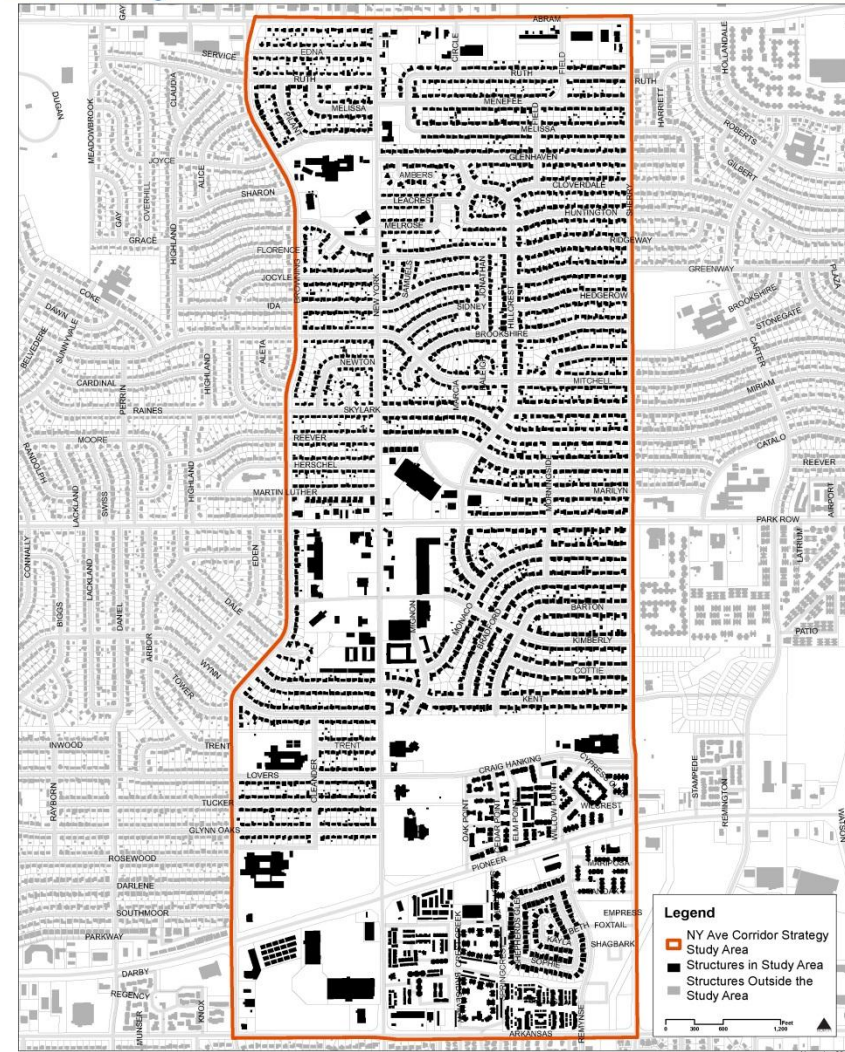
Parcel Size



Existing Structures

- The existing corridor character is indicative of a suburban development pattern
- Commercial and institutional uses are relatively low intensity

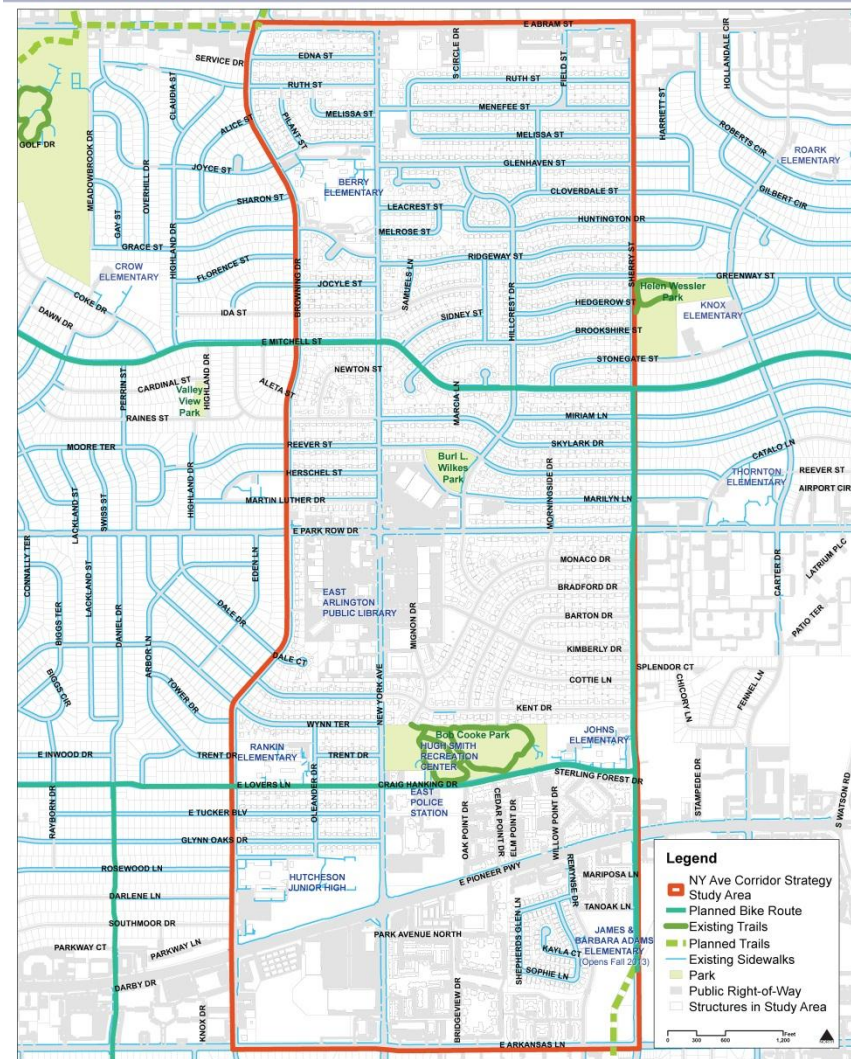
Existing Structures



Bicycle and Pedestrian

- Planned bicycle routes provide a good framework for providing connectivity between the corridor and the surrounding community

Pedestrian Access

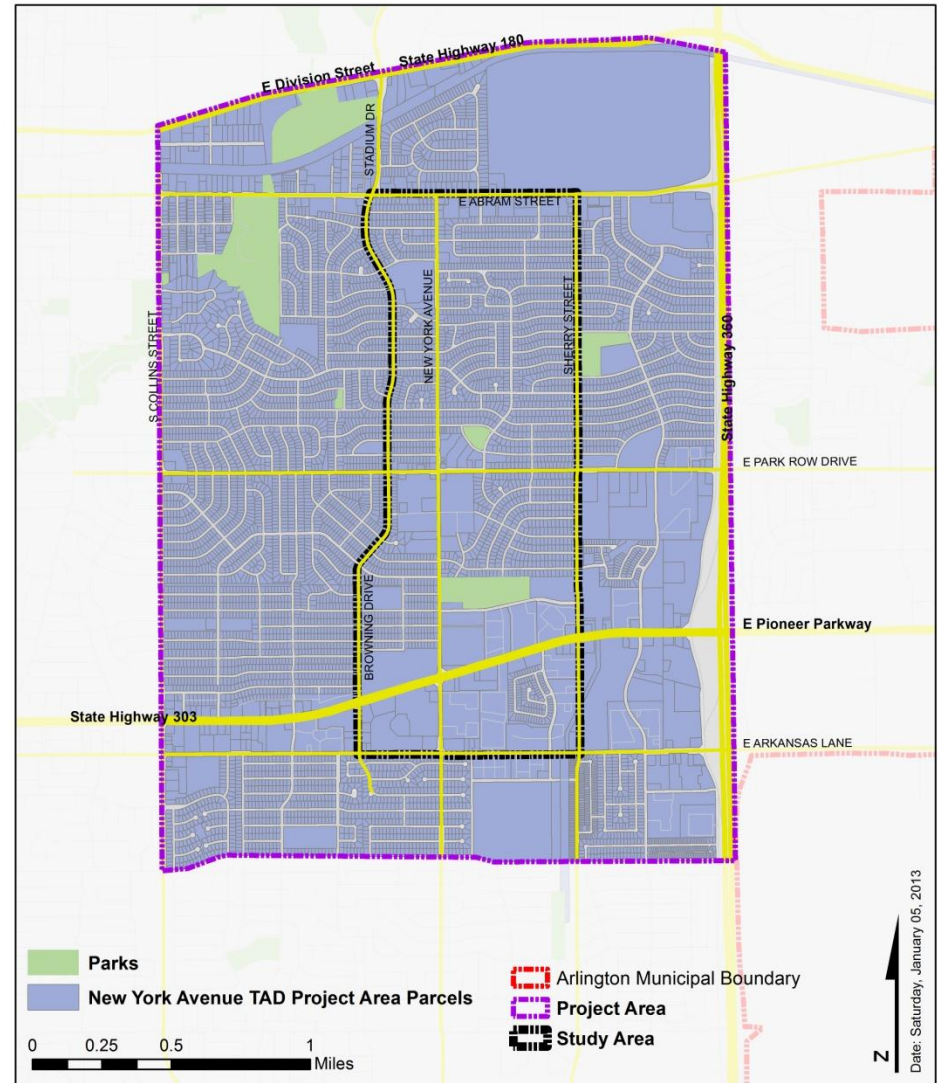


Levels of Geography

Study Area: that area which is the subject of this redevelopment strategy (East Arkansas Lane, Browning Drive, Sherry Street and East Abram Street)

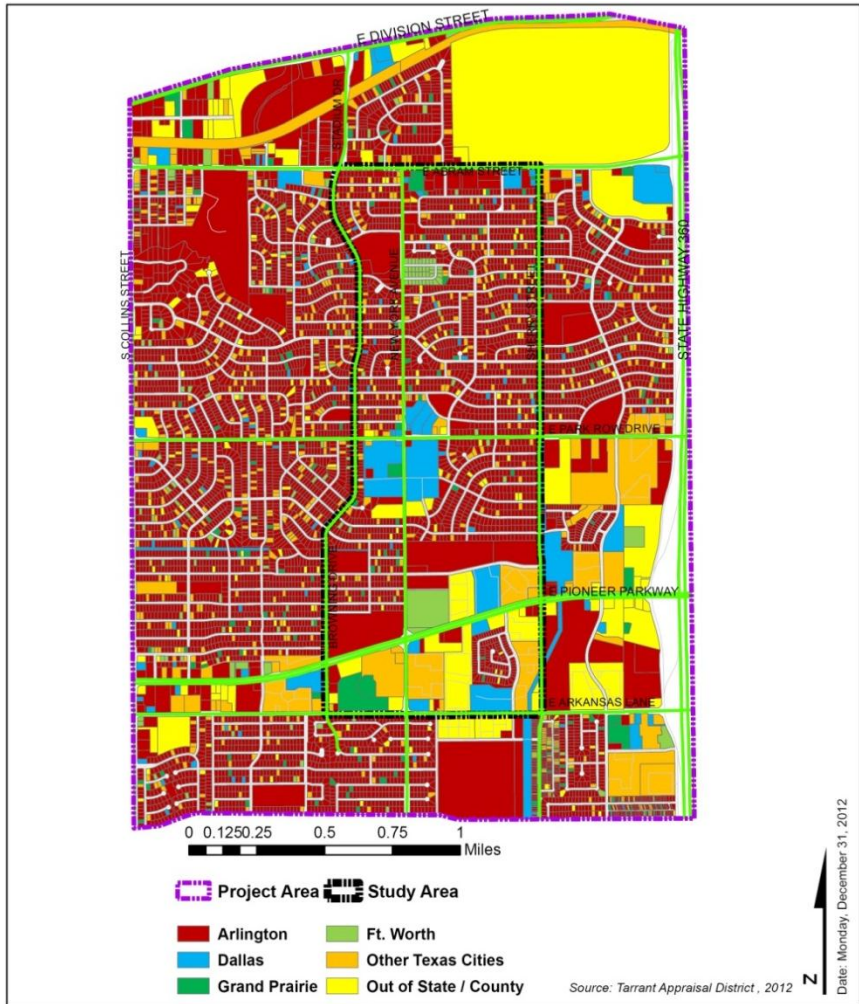
Project Area: that area which includes properties which could influence redevelopment initiatives within the study area (East Division Street / State Highway 180, State Highway 360, East Mayfield Road, South Collins Street)

Trade Area: that area from which land uses and products will capture and compete for a share of market demand (a map of the trade area is presented later in this presentation)

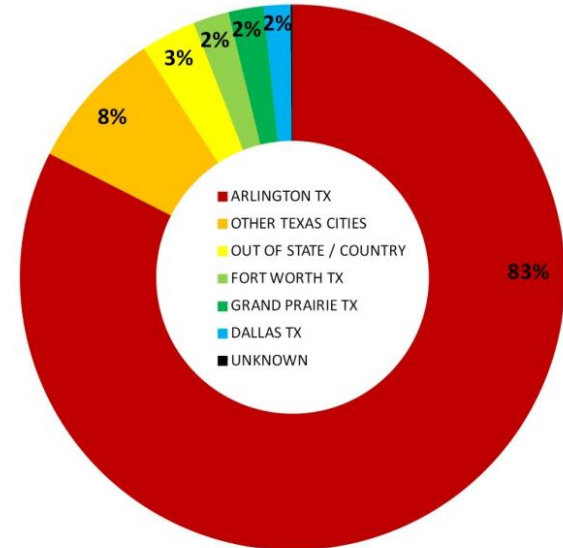


Property Ownership

Thematic Map of Parcels by Ownership Geography



Percent of Parcels by Ownership Geography

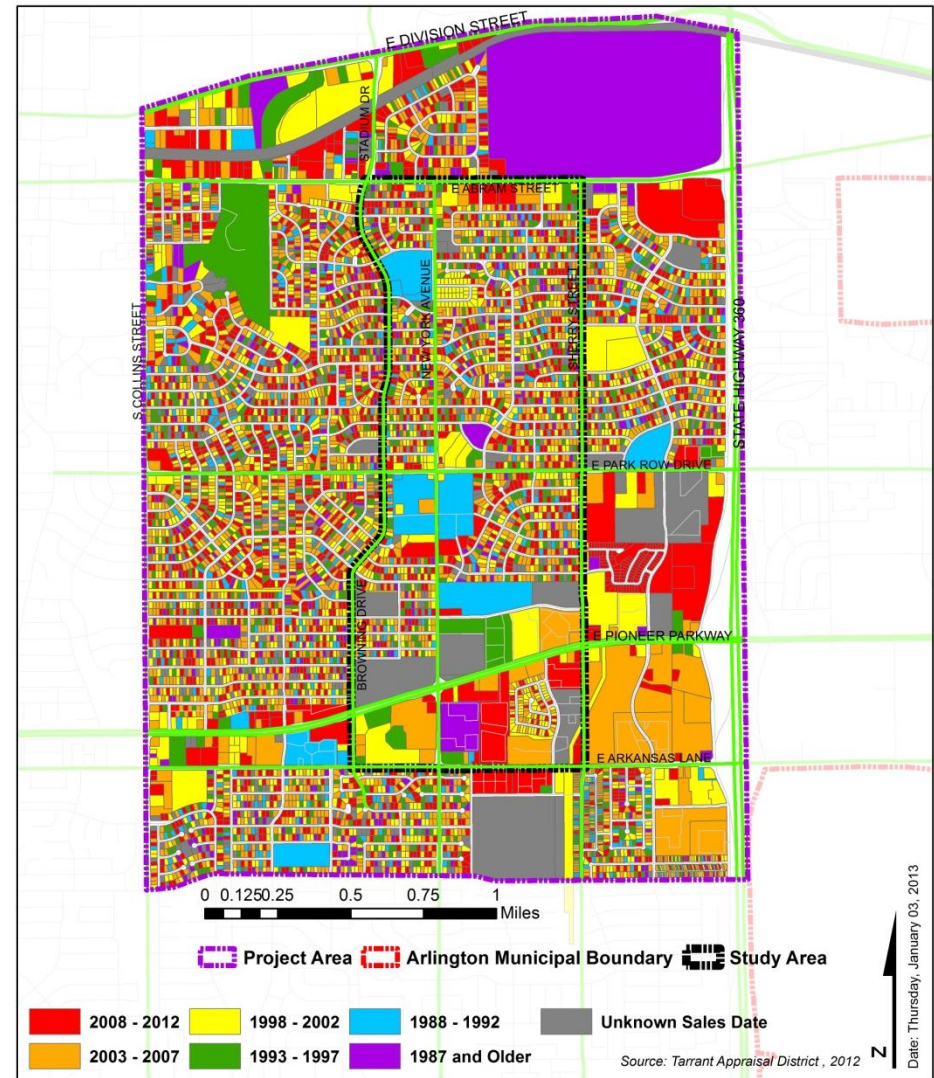
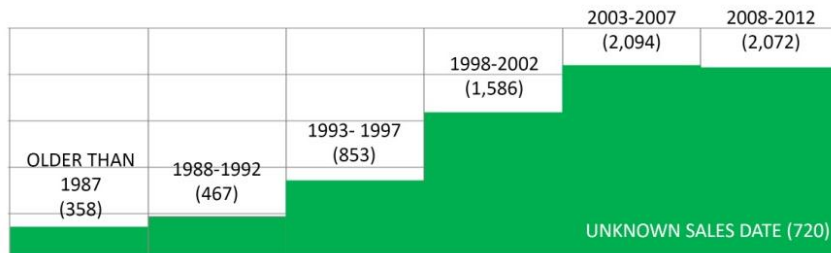


GEOGRAPHY	RECORDS	ACRES	LAND VALUE	IMPROVEMENT VALUE	TOTAL ASSESSED VALUE
ARLINGTON TX	6,723	1,831	\$ 118,436,474	\$ 400,765,296	\$ 519,201,770
OTHER TEXAS CITIES	679	274	\$ 25,053,724	\$ 88,687,278	\$ 113,741,002
OUT OF STATE / COUNTRY	267	509	\$ 38,198,076	\$ 126,873,518	\$ 165,071,594
FORT WORTH TX	173	57	\$ 5,153,430	\$ 12,473,722	\$ 17,627,152
GRAND PRAIRIE TX	169	58	\$ 5,709,933	\$ 10,784,045	\$ 16,493,978
DALLAS TX	130	159	\$ 16,020,819	\$ 28,509,336	\$ 44,530,155
UNKNOWN	9	105	\$ 256,400	\$ 263,012	\$ 519,412
TOTAL ▶	8,150	2,994	\$ 208,828,856	\$ 668,356,207	\$ 877,185,063

Sales Date

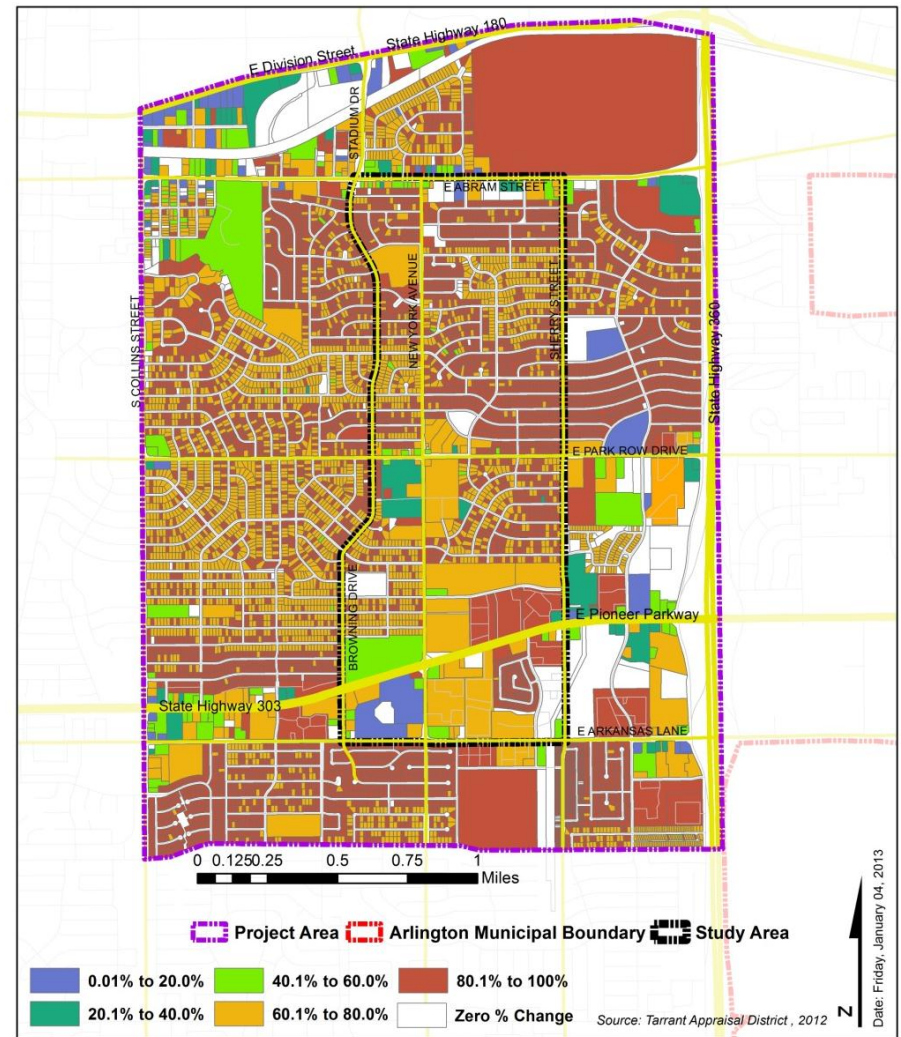
- Property sales dates influence individual site's ability to redevelop
- Parcels that have been held for longer periods of time are more likely to have had outstanding loans paid in full, allowing owners to look at options for re-investment

Number of Parcels by Sales Date



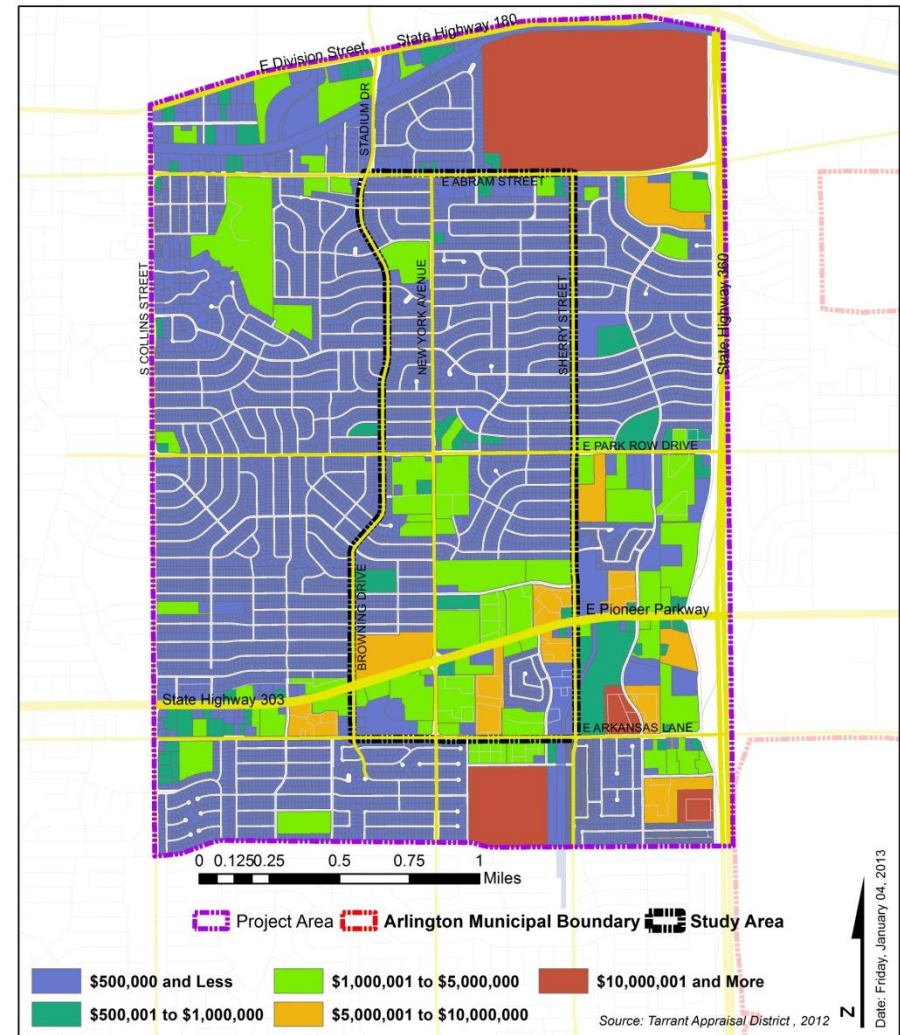
Parcel Utilization

- Measure of an area's or parcel's "ripeness" for revitalization and / or redevelopment
- Reflects the ratio of improvement value to total value
- When the land value represents a disproportionate share of total value, these parcels often become targets for redevelopment or assembly for new development
- Study Area shows a number of parcels, most located along primary and secondary arterials, which could be considered "under-utilized" (i.e., improvements represent less than 60% of total value)



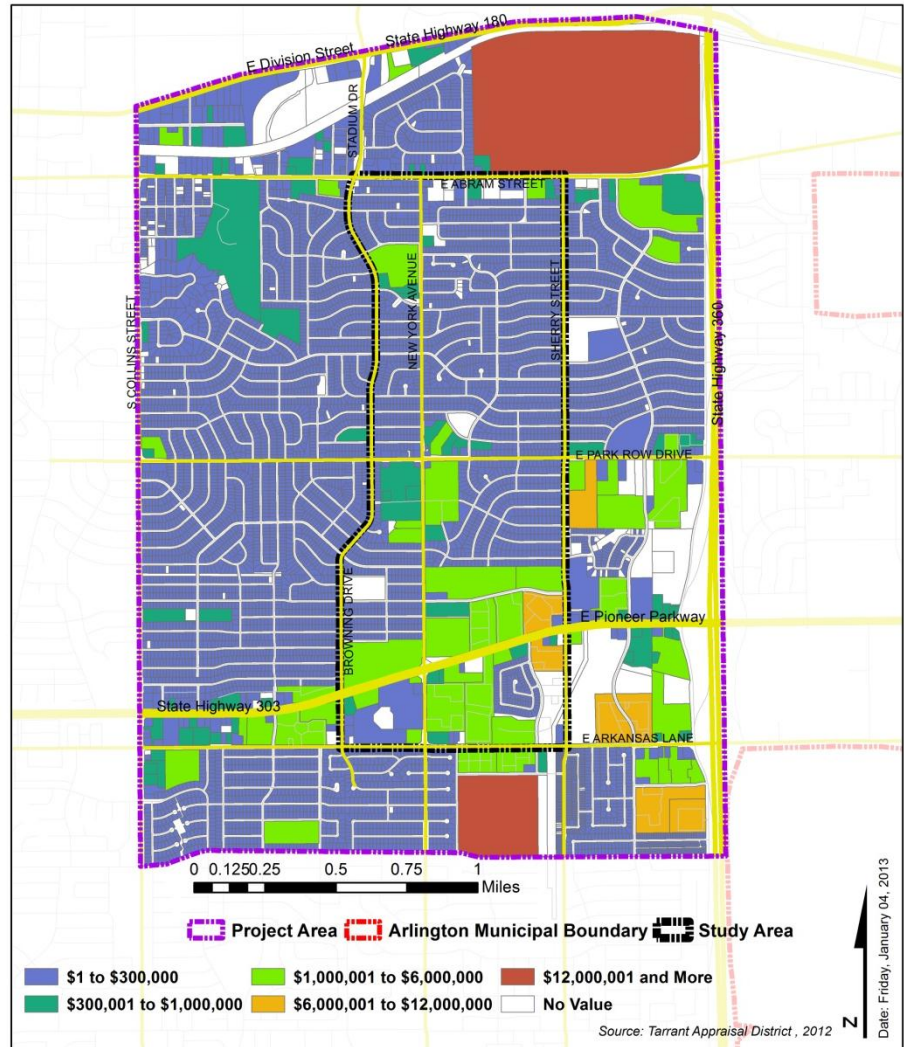
Total Value

- Measure of value (land + improvement)
- High value parcels are less likely to be considered near-term redevelopment opportunities given their high acquisition cost
- Project Area maintains some parcels valued in excess of \$10 m, however these include the GM plant and high school which are unlikely to be redeveloped
- Several commercial properties located adjacent to the southern edge of East Abram Street are valued below \$500,000 and could present opportunities for redevelopment



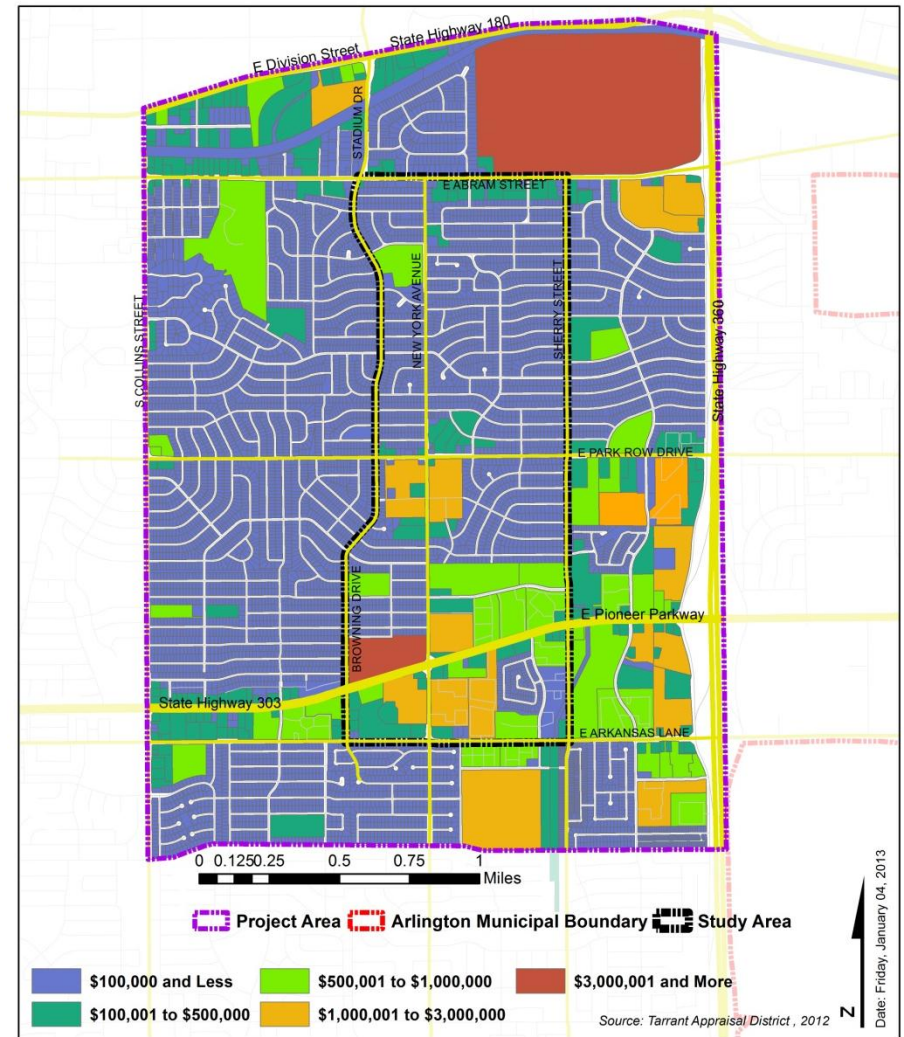
Improvement Value

- Measure of improvement value only
- High improvement values can also present a barrier to reinvestment given the combined impact of high acquisition and potential demolition costs
- Most of the commercial improvements located adjacent to the southern edge of East Abram Street are valued below \$300,000 making them financially feasible for redevelopment (other tests of feasibility would have to be completed prior to acquisition)
- Parcels with an improvement value of \$0 can be assumed to be vacant.



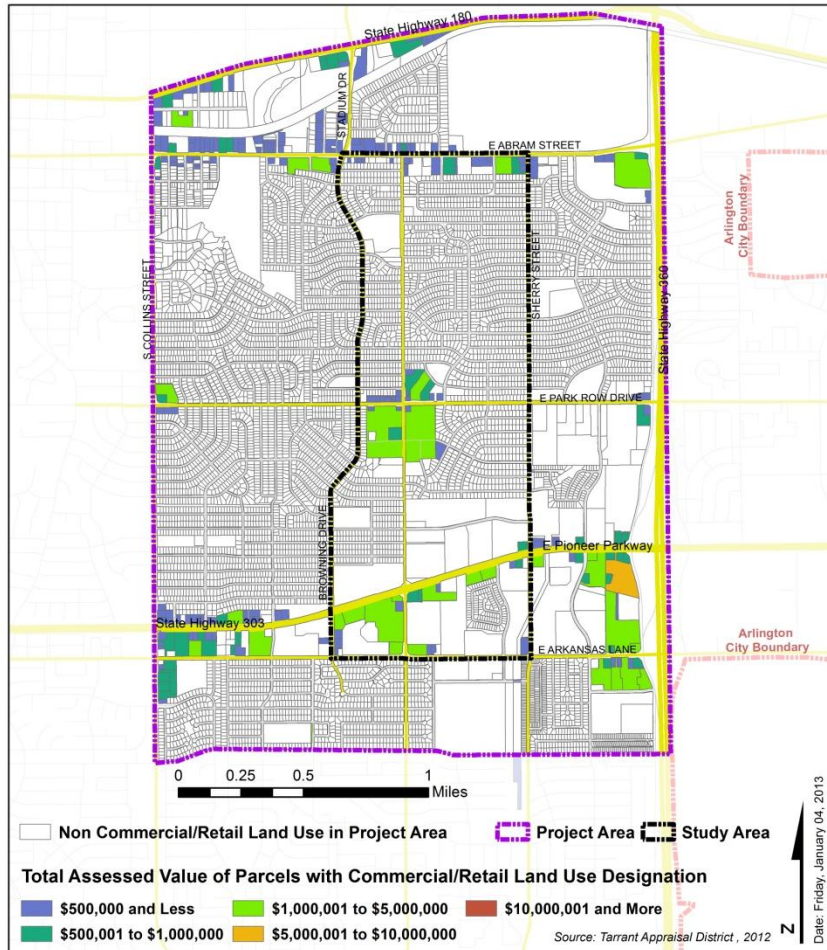
Land Value

- Measure of land value only
- Non-residential parcels located along New York Avenue, State Highway 303 (East Pioneer Parkway) and State Highway 360 range in value from \$100,000 to \$3,000,000 with the vast majority below \$1,000,000 and several others below \$500,000 suggesting a significant inventory of properties with potential for redevelopment as measured by value

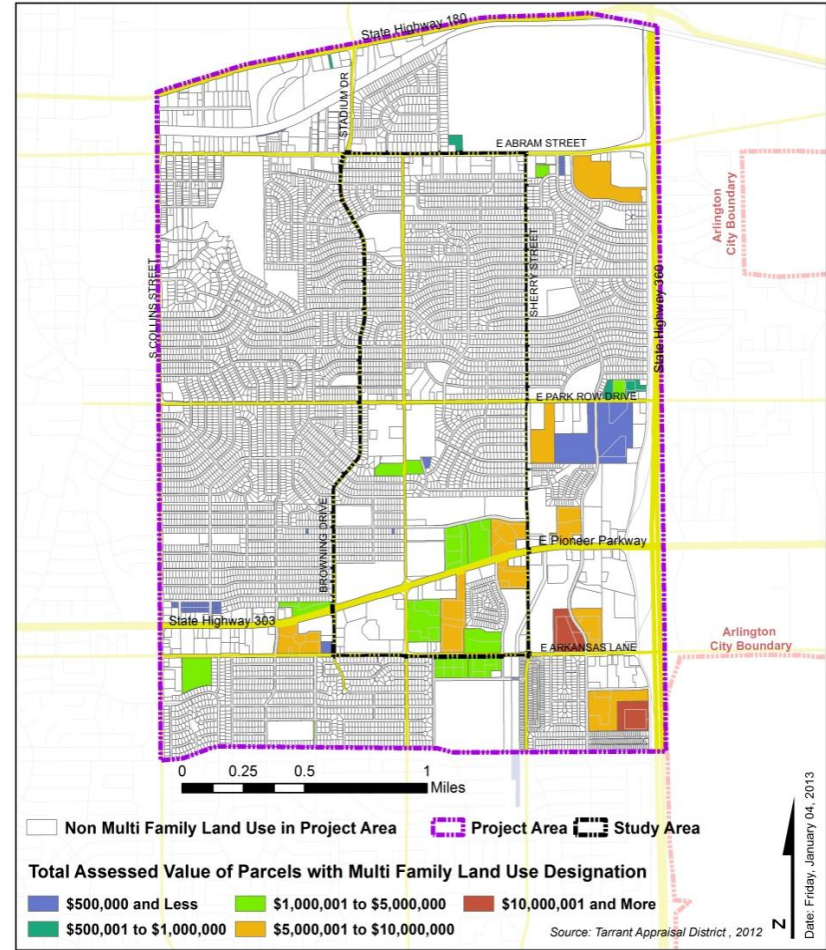


Total Value By Land Use Type

Commercial

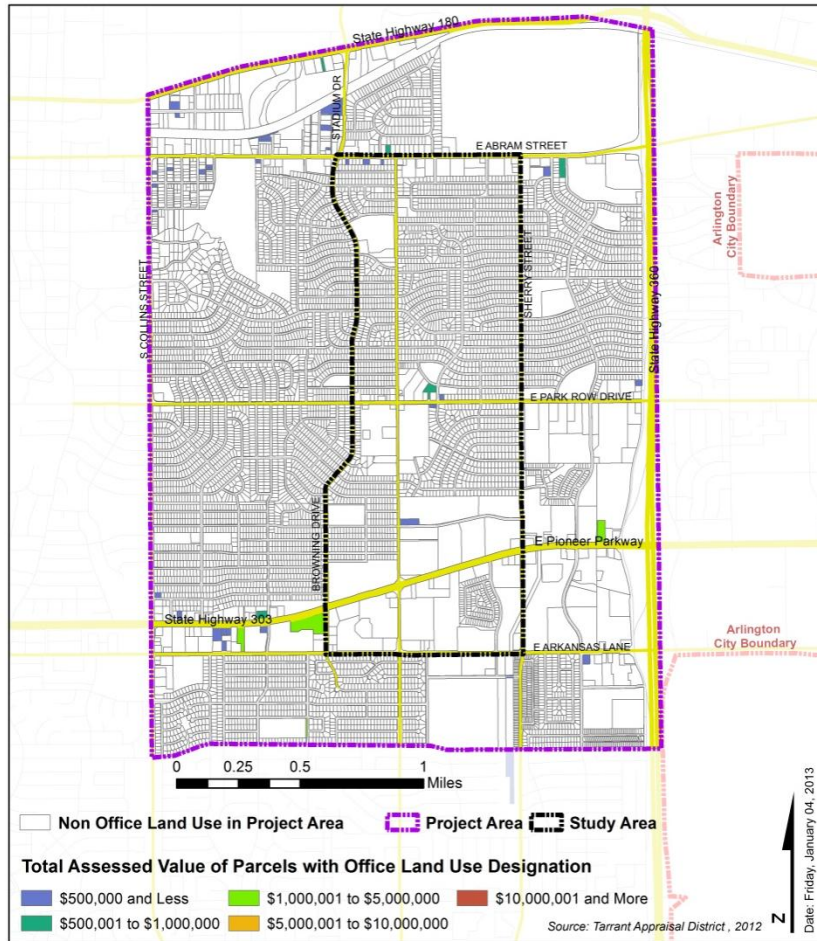


Multifamily

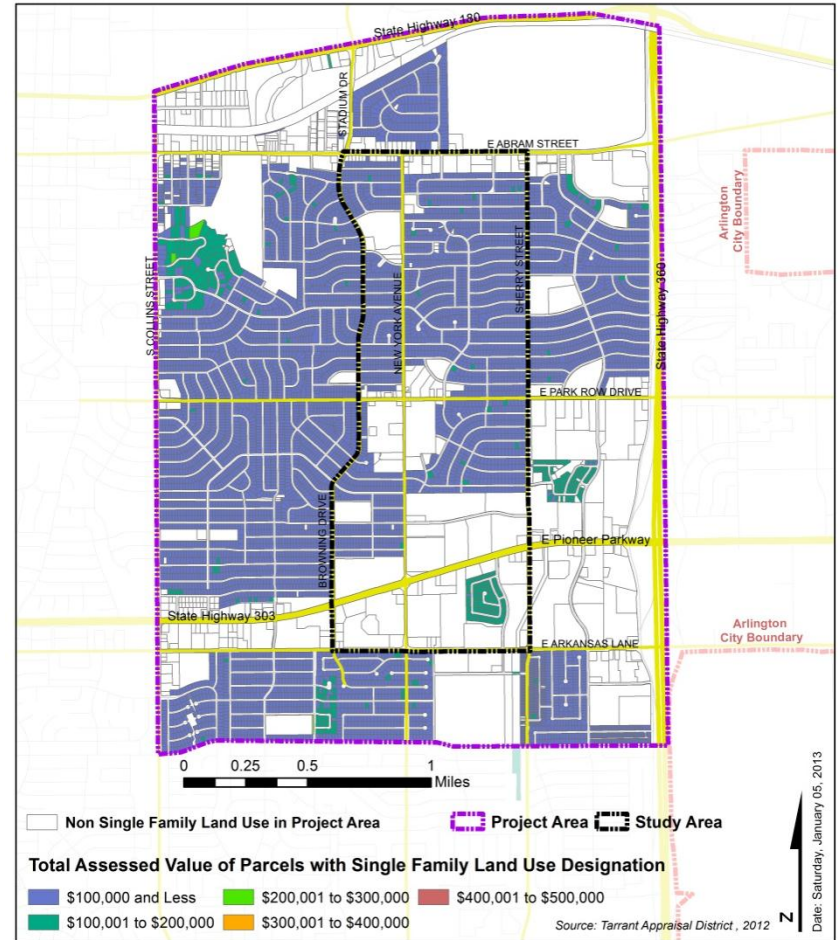


Total Value By Land Use Type

Office

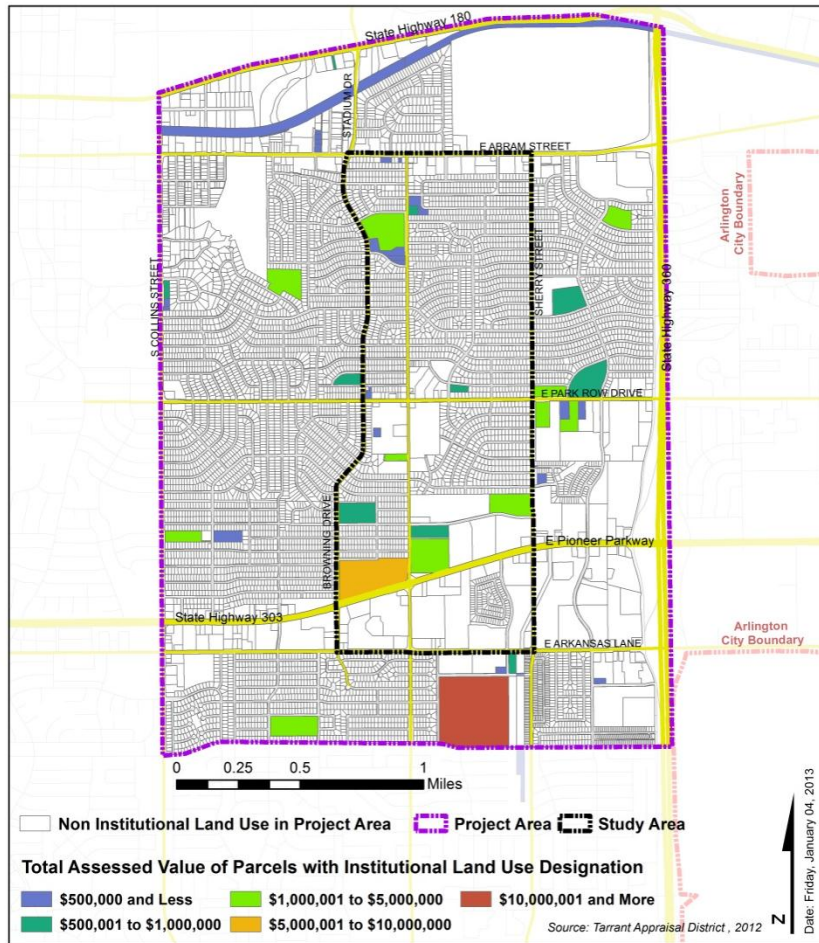


Single Family

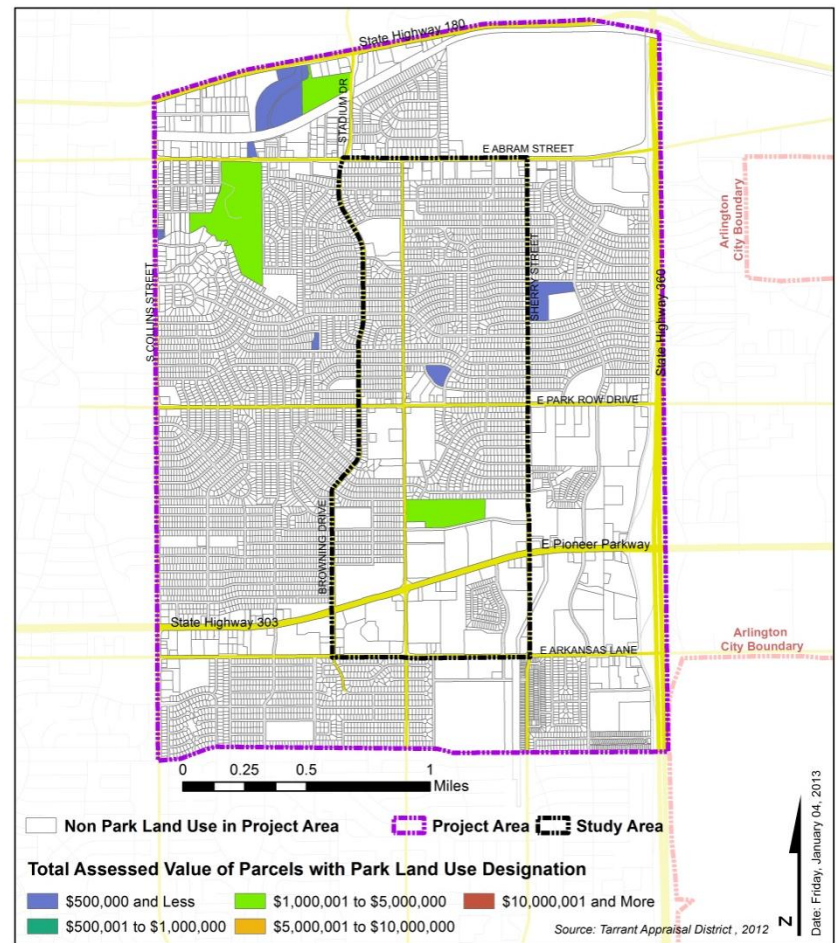


Total Value By Land Use Type

Institutional

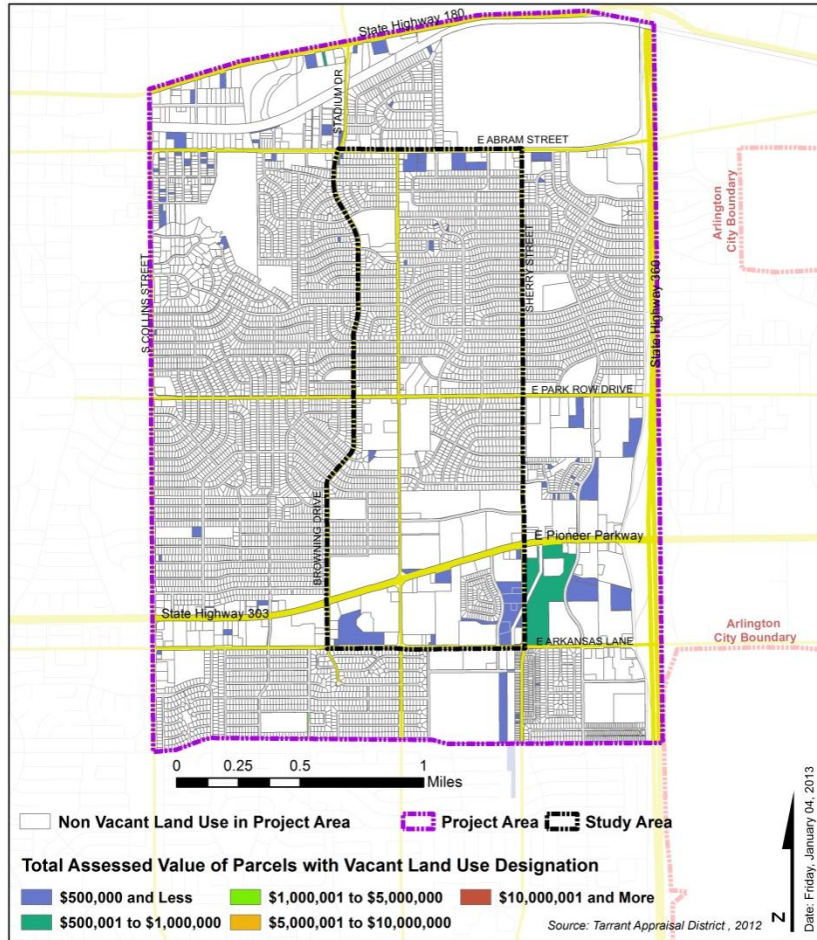


Park



Total Value By Land Use Type

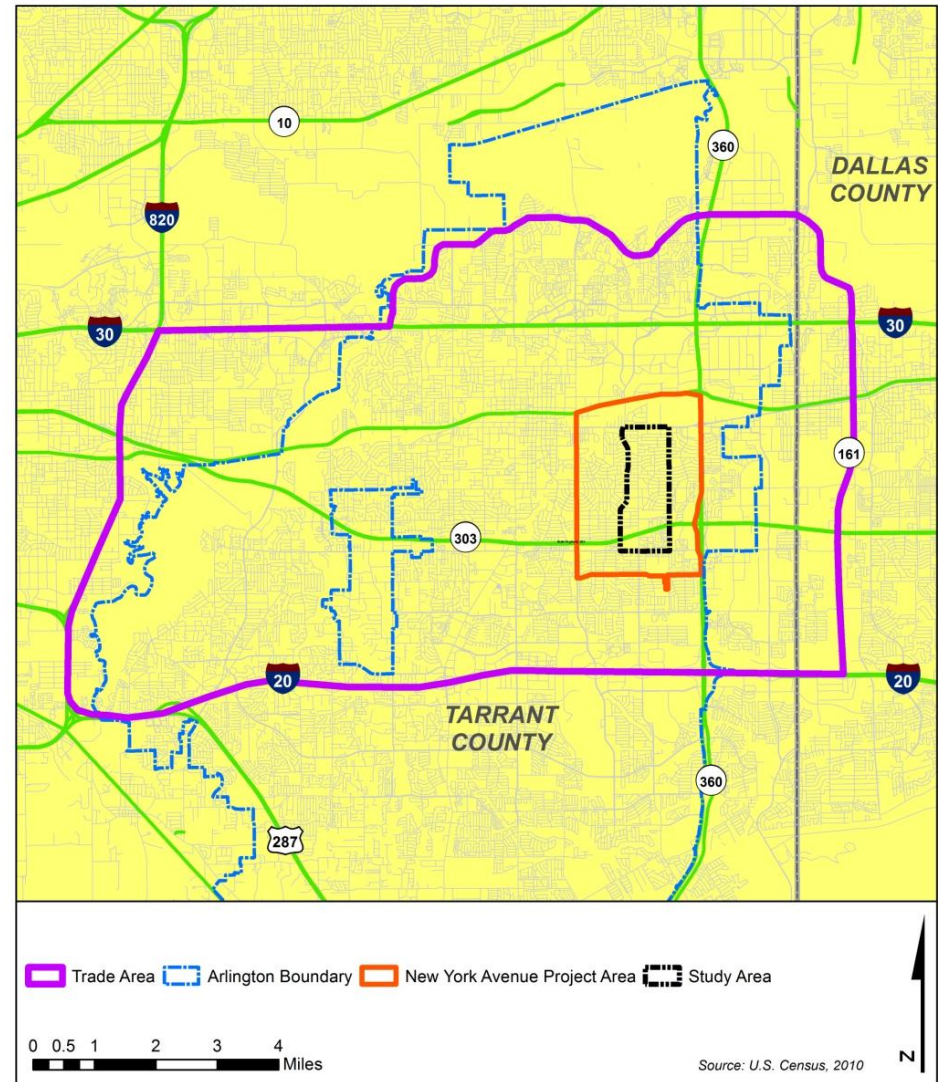
Vacant



Trade Area

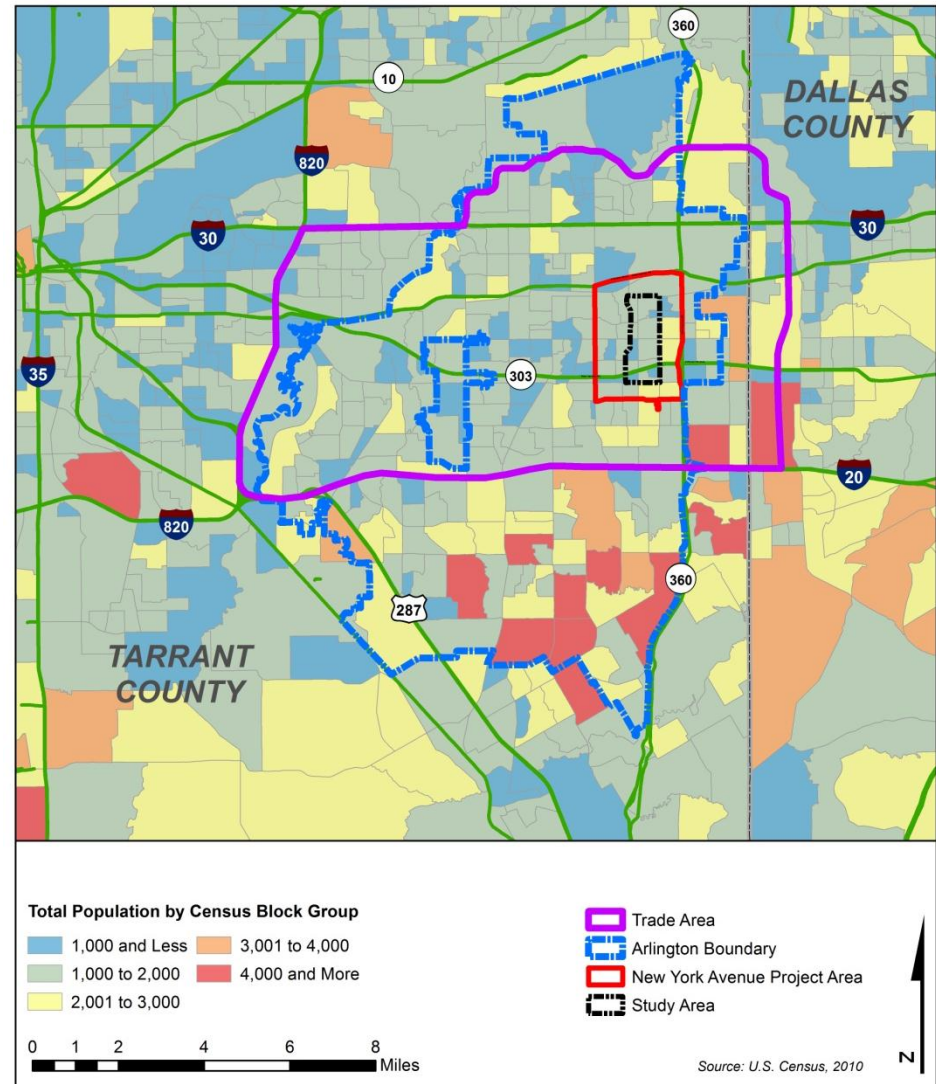
A Trade Area is intended to represent that area from which land uses and products will capture and compete for a share of market demand.

Factors that influence the shape of a trade area include: physical and psychological barriers, presence of activity generators, travel patterns and right-of-ways, and competition.



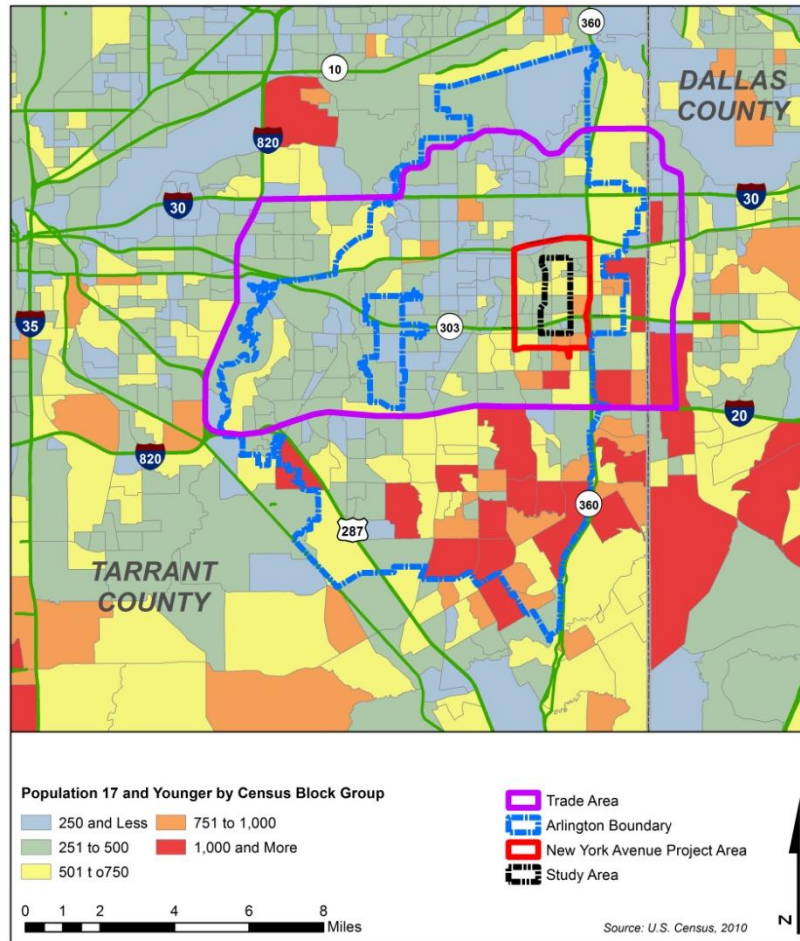
Population

- Census blocks within the Project Area could be described as comparatively low density with the majority having fewer than 2,000 people per block group.
- There are no census blocks within the Project Area that have more than 3,000 people per block group.
- The highest concentrations of people in the region are located south of the Trade Area between State Highway 360 and U.S. Highway 287 and east of State Highway 360.

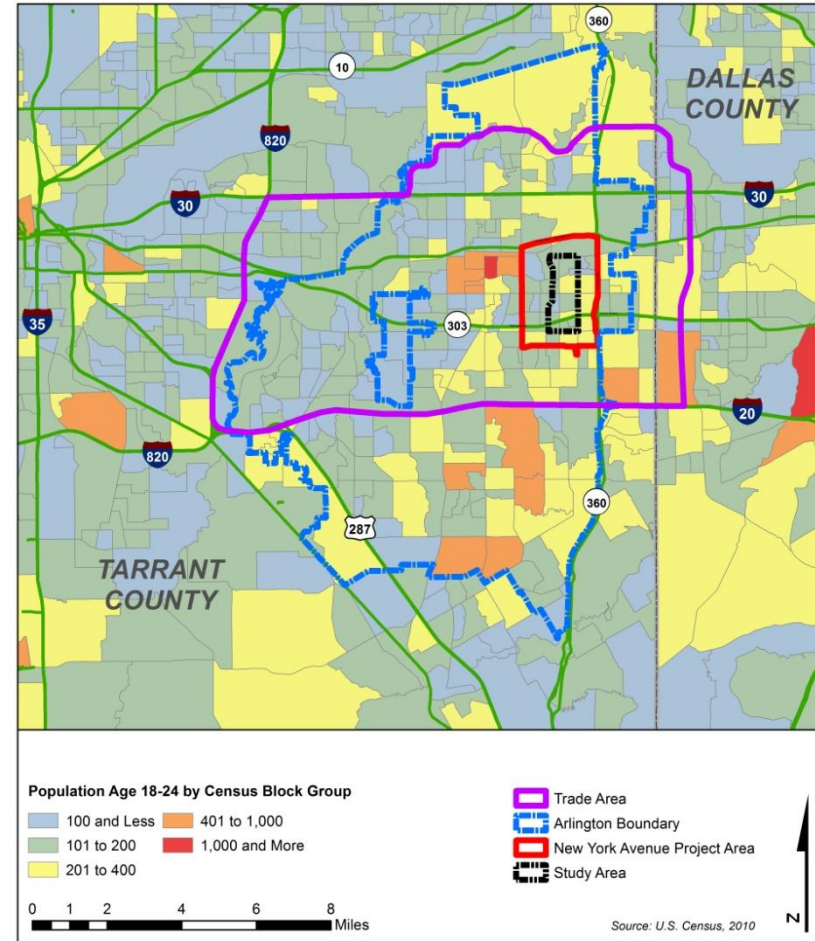


Population Under 17 - 24

Population Age 17 and Younger

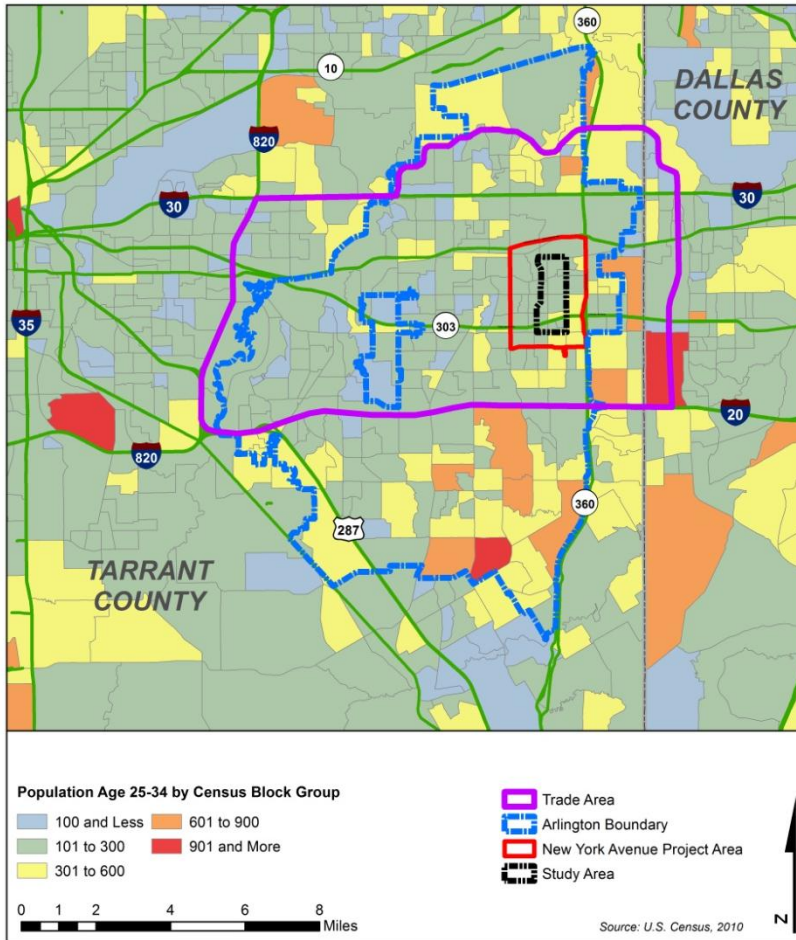


Population Age 18 - 24

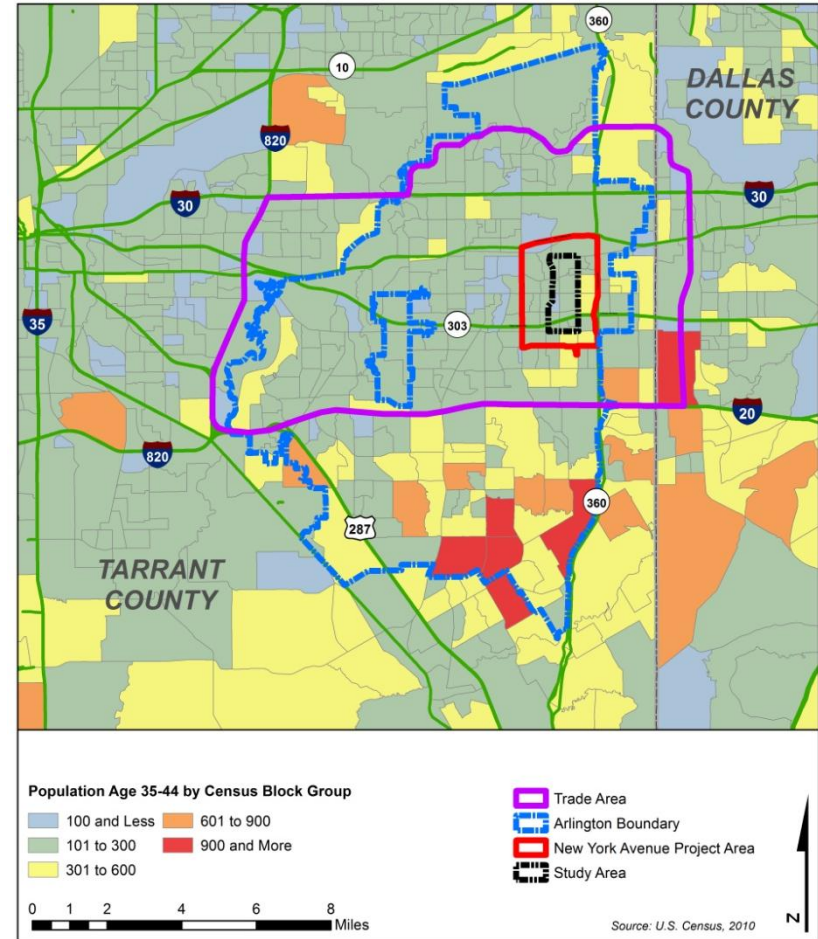


Population 25 - 44

Population Age 25 - 34

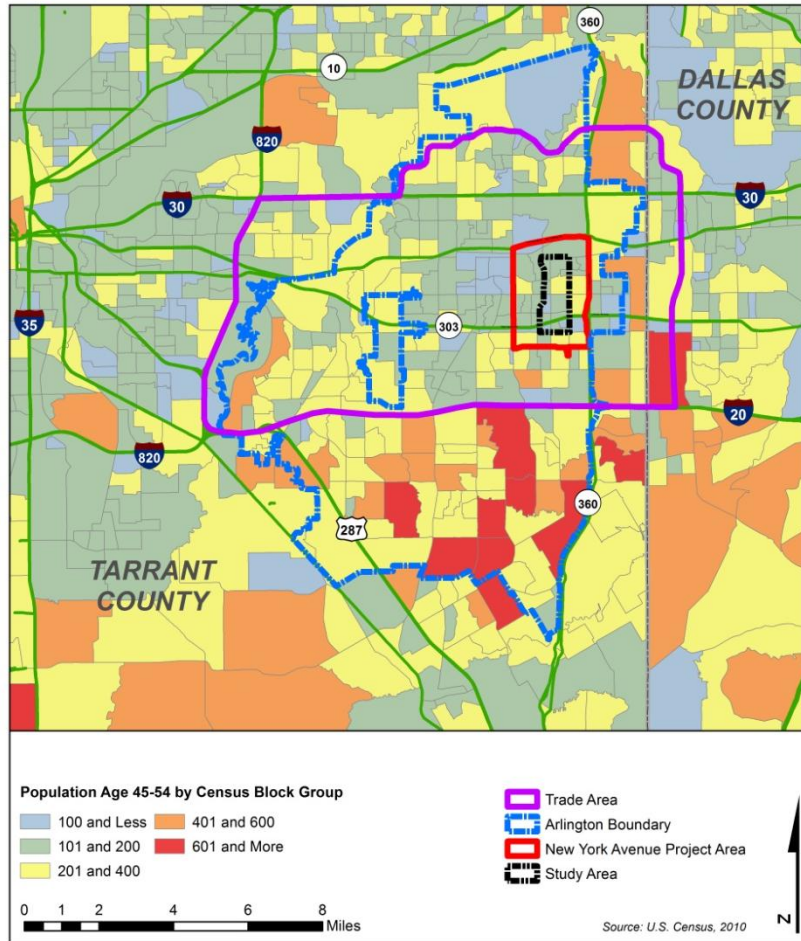


Population Age 35 - 44

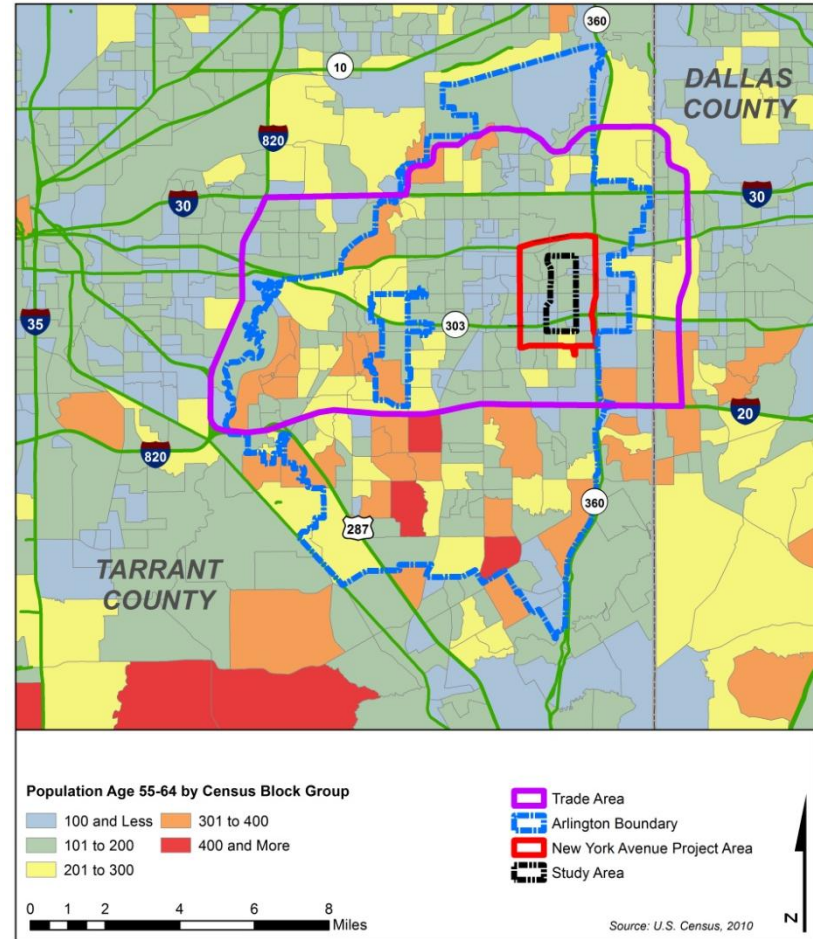


Population Age 45 - 64

Population Age 45 - 54

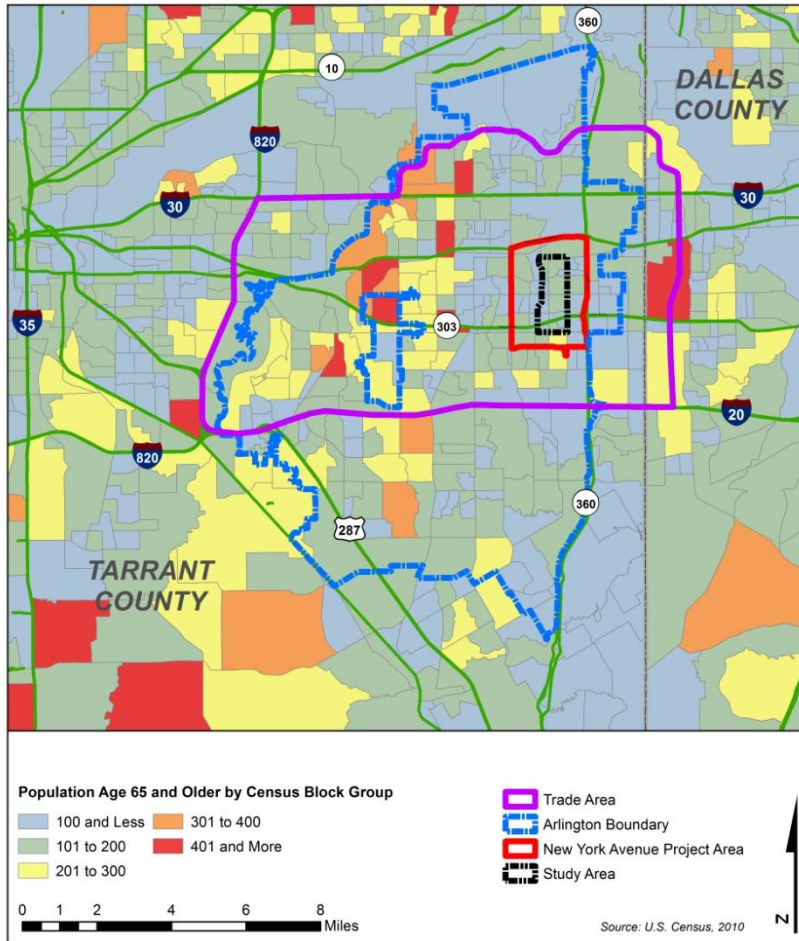


Population Age 55 - 64



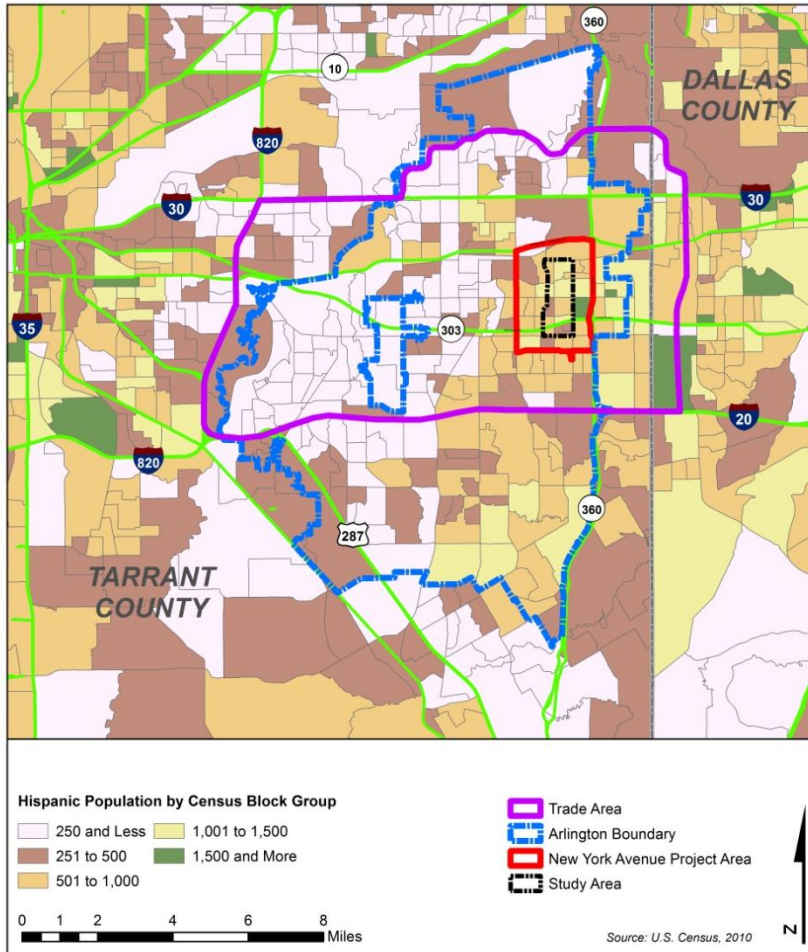
Population 65 and Over

Population Age 65 and Over

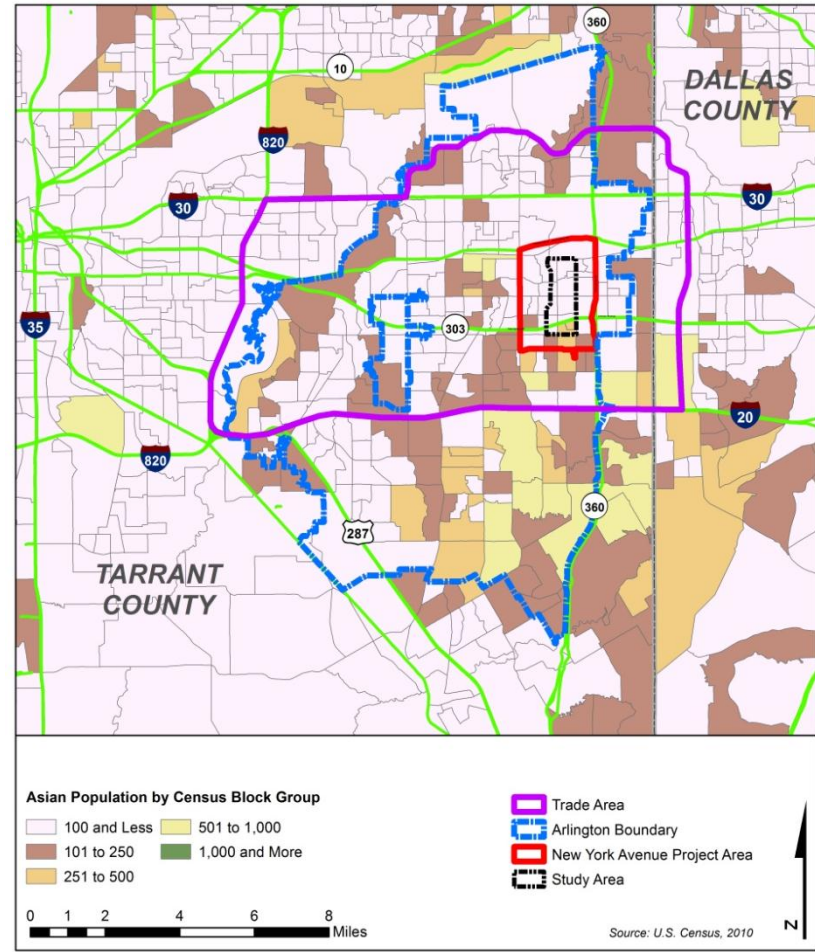


Ethnicity

Hispanic Population

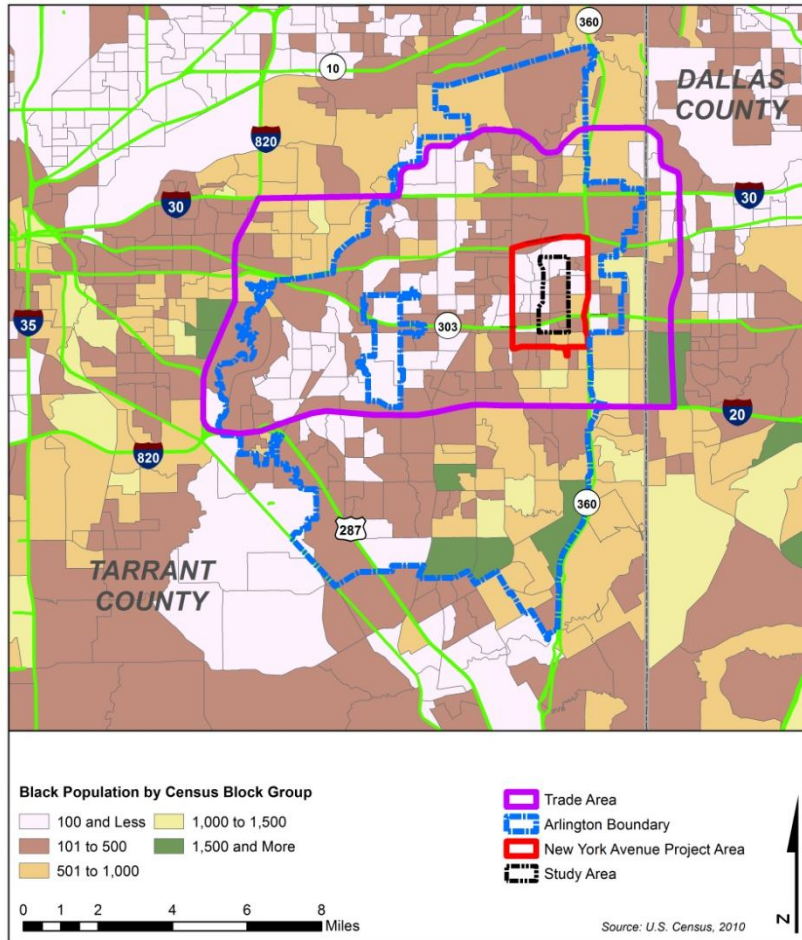


Asian Population

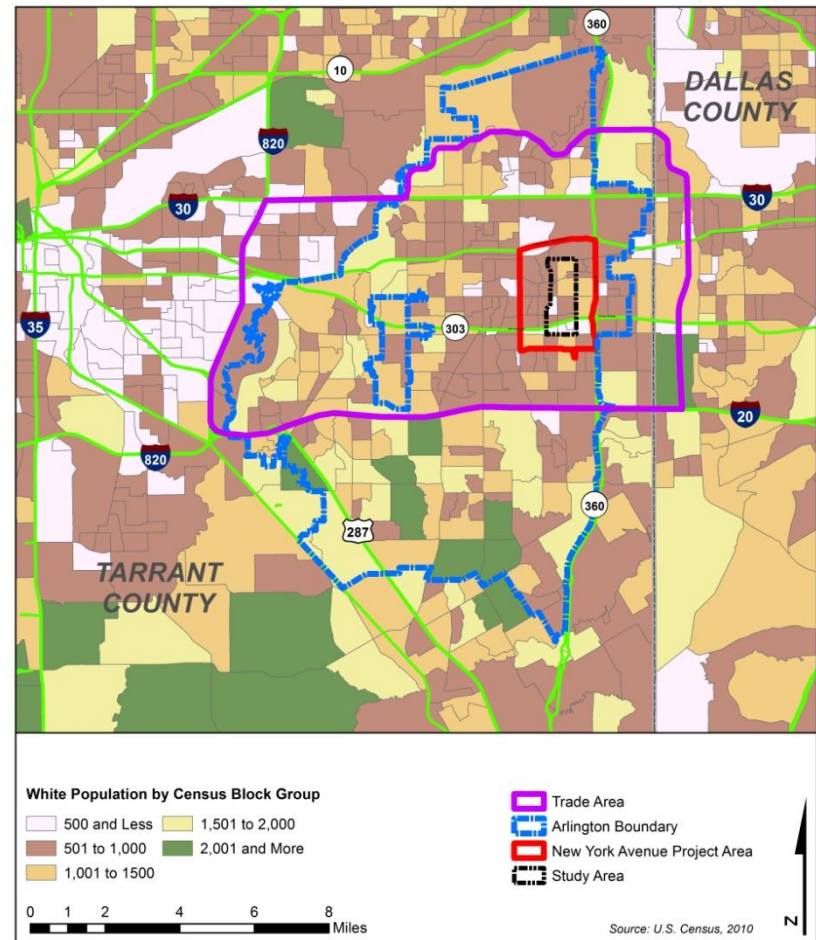


Ethnicity

African American Population



White Population



Median Household Income

- Incomes within the Study Area are moderate with the majority of census blocks with a median household income of \$40,000 or less.
- Concentrations of wealthy households (median household income of \$100,000 to \$150,000) are located within the Trade Area, west of downtown.

